

## BOUNDARY LINE OF ALASKA

## Klondike Gold Fields Probably on the Canadian Side.

## SO SAYS GENERAL DUFFIELD

Good Diggings, However, on the American Side, With Promise of Very Much More—Coast Survey Now Engaged on a Map Showing the Routes to the Gold Country.

It is well to bear in mind during all this discussion about the gold fields of the Yukon region and the boundary line between British America and the United States Territory of Alaska that there are two established and fixed boundary markings in the gold country that have been located and determined by the United States, and tested by the Canadian government. These two points have been agreed to by the respective governments, and there can be no further dispute about them.

The first of these points was determined by the Coast and Geodetic Survey a couple of years ago, at the point where the 141st meridian crosses Forty Mile Creek. A stone post was erected at the spot.

The second came along afterward and was determined by the Coast and Geodetic Survey, but it was of a different character, in that, in that instance, it was a line of only six and one-half feet, thus showing that the survey had been almost absolutely accurate.

The second point erected was where the line crosses the Yukon River, and when the Canadians tested that spot they found a difference of fourteen seconds, which was equivalent to 300 feet. In the one case the United States lost six and a half feet at Forty Mile Creek, while in the other it gained 300 feet. The American party also determined the line much farther north at the crossing of the Porcupine River, but whether the Canadians ever tested it is not known by the Coast and Geodetic Survey.

There is an appropriation of \$75,000 available for the marking of the boundary line, and the work will be commenced as soon as the Senate agrees to the treaty providing for that work by a joint party composed of English and United States engineers. Gen. Duffield says it is the intention to erect a line of intervisible stone posts, one on each side of the river, from Mt. St. Elias to the frozen ocean, a work which seems almost impossible, but which, he says, can be accomplished without much trouble. Mt. St. Elias is not exactly on the line. This mountain stands on 140.25, while the meridian divides the boundary at 141. The difference of five minutes is equivalent to two and a half miles in that northern latitude.

If figured according to its longitude Mount St. Elias is two and a half miles in British territory, but under our treaty ofcession from Russia, which includes ten marine leagues from the coast, the mountain is one and a half miles in American territory. It being only twenty-eight miles from the coast, Gen. Duffield says it is probable that the line will be begun from the coast of the Canadian and then swing rapidly over to the meridian which forms the correct boundary and which would be reached within twenty miles of the starting point.

There is no doubt in the mind of Gen. Duffield that the Yukon gold fields, as they are now known, are in British territory, as they are well to the east of the 141st meridian, but he says there has been a great deal of gold found on the American side, at the head of Forty Mile Creek, west of Circle City, at the head of Birch Creek, and one of its tributaries, Freacher Creek. In all of these localities there have been good diggings, with a promise of very much more.

The survey is now at work upon a map which will be ready for distribution the end of next week. It is being prepared at the request of the quartermaster's department of the War Department. It will show the routes to the gold country and how to get there from Dyea, and the dangerous topography of the Chilkat and Chilkoot passes. There has been an enormous demand for these maps, but they will only be issued upon the order of a member of Congress or sold at a price about equal to what it costs the department to prepare and print them.

## SURVEYORS EN ROUTE TO ALASKA.

A telegram was received at the War Department yesterday which announced the arrival of Capt. P. H. Ray and Lieut. W. J. Richardson at Seattle, en route for the Alaskan gold mines. They will sail from Seattle today. Adj. Gen. Freck telegraphed Capt. Ray the department's orders, which were in effect to make a most thorough survey of the territory in which the gold mines are situated, and to determine the geographical situation, the conditions which prevail, and the necessity, if any, for the establishment of a military post in Alaskan territory.

## CANADIAN COMMISSION TO YUKON.

Vancouver, B. C., Aug. 4.—A private dispatch states that the Canadian government will send a special commission to the Yukon region this month, composed of astronomer, surveyors, geologists, telegraph and telephone experts. Telegraph and telephone lines will be built between the principal mining camps.

## WANT WORK FOR UNION MEN.

Chicago Stone-Cutters Make Recommendations.

Messrs. M. J. Sullivan, M. Brennan and William Cunningham, a special committee representing the Stonecutters' Union of Chicago, Ill., were in the city yesterday to confer with the supervising architect of the United States in reference to stone work connected with the construction of several Federal buildings in that city. Unfortunately the committee was not able to have an interview with the supervising architect.

The committee is desirous of calling the attention of the authorities to the manner in which the stone for construction is prepared for building purposes, and request that the present method be changed so as to give the work to the Chicago stonecutters. At present, it is understood, the greater part of the work of preparing the huge blocks of stone for the buildings is done at the quarries with cheap labor. What the committee will request is that all work of preparing the rough stone for building be done in Chicago by stonecutters, who shall be paid union rates.

The committee left about noon for Baltimore, but before leaving called on Mr. James F. McHugh, general secretary-treasurer of the Stonecutters' National Organization. From Baltimore the committee will go to Philadelphia and return here next Monday, when they will again call upon the supervising architect in reference to the object of their visit.

\$3.00 to Atlantic City and Return via B. & O.  
By special train leaving Washington at 8:30 p. m., Sunday, August 7. Returning, leave Atlantic City at 7 p. m. Sunday, August 8.  
351-1-055

## ALAS FOR THESE KLONDIKERS.

## Several Gold Hunters Meet With Disaster at the Outset.

New Brunswick, N. J., Aug. 4.—The police interrupted a Klondike expedition this morning, and nine men are being held in custody at the moment. The men were captured in a Pennsylvania Railroad freight car going west. They gave their names as follows: George Bennett, New York; Charles Carroll, Paterson; Michael McGill, Paterson; Albert Noley, Pittsburg; George Yates, New York; Joseph Colver, Fall River; Charles Wren, Baltimore; John Martin, Providence, and John Burns, Fall River.

The officers saw at once that the men were not ordinary tramps. They had good appearance and money. The men claimed they had left their various places of business and had met in New York to form a party to go to the Klondike gold regions. Although they had money, they did not care to spend it for car fare, and had commenced to beat their way to California. The railroad authorities wanted them held pending an investigation, and the recorder sent them to jail for five days each.

## TO DREDGE THE YUKON.

## Stupendous Plan of a Number of Seattle Capitalists.

Seattle, Wash., Aug. 4.—The most stupendous undertaking that has yet been proposed regarding the Alaskan gold discovery is that which within the last three days has been taken up by a group of well-known Seattle capitalists. The plan is to dredge the Yukon River for gold. The intention of the company is to build one of the great bowers dredging machines and send it to the mouth of the Yukon River where it will be put together.

After the completion of the building of the dredge she will start on her hunt for gold up the river.

## HUNDREDS OF GOLD CREEKS

## Inspector Strickland Says Alaskan Reports Are Correct.

Only a Beginning Made—He Does Not Anticipate Any Starvation in the Country This Year.

Ottawa, Ont., Aug. 4.—Inspector Strickland, who has spent two years in the Yukon, arrived here today on business with the government. Speaking of the Klondike, he said:

"There has been no exaggeration of the richness of the gold fields. I have seen nothing in the newspapers in regard to the great strikes that is not true. The amount of gold is unlimited. There are hundreds of creeks, rich in gold-bearing gravel, not yet entered by prospectors. Of course, all the claims in the creeks now opened are taken up, but those are only beginnings. I believe, of much greater finds. Many men, I know, who struck paying streaks, took out as much as \$200,000. Many others averaged between \$100,000 and \$200,000, while others, again, ranged only from \$5,000 to \$20,000.

"I do not anticipate any starvation in the country this year. Most of the miners who are in are supplied with a year's provisions, and the companies will be able to supply any deficiency. It is very wrong for any one to attempt a strike in the winter. I only know of three or four persons who ever attempted the journey in winter and were successful."

Mr. Strickland leaves for the West, and will take on the 22d instant from Regina a party of mounted police for the Yukon. Agents for a leading timber firm have been engaging men to go to the Klondike country as rivermen. The wages offered, \$40 a month, are certainly not excessive in comparison with the inducements of \$10 to \$15 per day offered for miners on the spot. But the prospect for employment in the timber woods here is rather unpromising at present owing to the high American tariff. Under these circumstances the offer of employment in the Yukon district is looked upon as a temptation, and the agents are having their pick of the best men in the district. The all-important work of "getting there" and of getting in early supplies to the Klondike via the headwaters of the Yukon, their experience, paddle and "jump line" will render them valuable.

## POSED AS A POLICEMAN.

## James Moore, Colored, Charged With Impersonating an Officer.

James Moore, a colored man, who has given the police no little trouble, was arrested yesterday by Officer Sullivan on a charge of impersonating an officer.

Moore for a long time has been hanging around senior market, and he had been having many violations of support. Yesterday he was seen by several negroes displaying a policeman's badge, and when this fact was reported to Officer Sullivan he first went to the police station, and after a long hunt succeeded in arresting him.

Moore denied the charge made against him, but witnesses of his own color will testify against him.

## A Large Miscellaneous Cargo.

Very few people have an idea of the different kinds of merchandise an ocean steamship carries from the United States to foreign ports. Yesterday the Johnston Line steamer Vedanora loaded at the Locust Point docks of the B. & O., at Baltimore, 66 cars of lumber, 4 of starch, 10 of oil cake, 6 of provisions, 1 of organs, 1 of flour, 22 of tobacco, 2 of wire, 3 of sugar, 13 of fresh meat, 20 of sheep, 1 of hogs, 4 of cattle, 6 of hogs, 3 of hogs, 1 of copper, 4 of merchandise and 161 of grain, making a total of 371 cars.

## ASTHMA CURED.

What I suffered with Asthma for 11 years no human being can imagine. From the first breath of cold weather till spring my life was torture. Frequently I would have two attacks in 24 hours, when for three or four days I could scarcely speak or swallow, or get my breath. Propped up in bed, unable to lie down, coughing and strangling, during these paroxysms it seemed that every moment would be my last. The best I could do was to get up and walk about, and the celebrated Asthma cures did not give me even temporary relief. I used six \$3.00 bottles of one cure, but the first relief I obtained was in using *Brazilian Balm*. That was in September, 1883. I used four 50 cent bottles during the winter following and did not have one attack. Nor have I had a single attack since. I have used two twelve year. I always keep *Brazilian Balm* on hand and at the first sign of a cold I take it and am quickly cured and all right. In fact the *Balm* is the doctor in the house for all of us. It is simply wonderful what it will do. Nothing is too hard for it. We have been practicing no doctor's bills since we began to use it. If people only knew its value, not a home in the land would be without it.

Mrs. MARY SCOTT,  
514 W. Eighth St., Wilmington, Del.

## LOCKJAW VICTIM BETTER

## Curtis Steadily Improving Under the Anti-Toxine Treatment.

## FAIR CHANCE OF RECOVERY

## If He Lives It Will Be the First Case on Record of a Cure of Acute Tetanus—Dr. Vaughan Hopeful—Local Physicians Divided in Opinion.

Richard Curtis, the colored man who stuck a nail into his foot nearly two weeks ago, from the wound of which a case of acute lockjaw or tetanus developed, has a fair chance of recovery. This simple statement of facts is almost startling in its significance, as any one, physician or layman, familiar with the history of tetanus cases will know. For it may be said in a general way that lockjaw is considered incurable. Acute lockjaw was always fatal until only two or three years ago, and it has not been certain that cure was possible up to the present time. Chronic tetanus is sometimes cured. Richard Curtis has a well-developed case of the acute disease.

Dr. George T. Vaughan is giving Curtis the anti-toxine treatment at the Endicott Hospital. When the man put himself under treatment on Tuesday morning he had the disease in its worst form. At 11 o'clock last night he was much better. Dr. Vaughan is more than hopeful of his recovery.

On Friday, nearly two weeks ago, Curtis ran a rusty nail into the bottom of his foot near the little toe. There was very little pain from the wound, and it soon healed up entirely and he forgot it. On Friday, a week after the accident, he began to feel a slight stiffness in his jaw. This increased, and the muscles on the back of his neck were similarly affected.

These symptoms finally became very bad, his jaws were closed tightly, his head was drawn back, his abdominal muscles were tightly contracted, and he had frequent spasms, sometimes with no apparent cause. At the times of the spasms anyone's hand or even of the wind. He suffered great pain and could eat nothing.

It was in this condition that he went to the Emergency Hospital.

Dr. Vaughan last night thus described the case to a Times reporter: "Curtis had been suffering from the disease four days when we began the treatment. It was certainly a well-developed case. I began the use of the anti-toxine immediately. An injection of the anti-toxine was made in the cellular tissue next the abdominal muscles. I administered chloroform gas also, as the man was in great need of rest and sleep. He went to sleep and slept well for several hours. When he awoke he told me that he was greatly relieved and rested. He could open his mouth slightly, the general convulsions had ceased, and he was able to give him a little beef tea and milk."

"We have administered the anti-toxine every six hours since that time and the next continues to improve slowly. I regard his recovery as very possible and am full of hope."

The disease of lockjaw or tetanus is described as a tremendous excitation of the nerves owing to a poison in the blood. The patient dies either immediately because his heart is affected or in the course of ten days or two weeks after the development of the disease in the blood. The strain on the nerves is terrible and the pain fearful, and no constitution can stand against it. If the anti-toxine cures it it will be the first remedy that has ever been found.

Dr. von Bergmann, of Berlin, one of the greatest of the German physicians, said three years ago only that of the many cases of acute tetanus that he had seen not one had recovered. The testimony of all the physicians is the same with regard to the acute form of lockjaw.

The cure treatment is based on the theory that there is a bacillus or germ of tetanus. This theory is still doubted by many physicians, but the books on bacteriology recognize the tetanus bacillus, and state that it has been segregated. The tetanus bacillus is about the shape of a drumstick, a small rod, and is a facultative anaerobe. The anti-toxine treatment is similar to that for diphtheria. The toxin from a case of tetanus is injected into an animal, and after several small injections at intervals some process in the animal's condition produces an antidote to the poison. The blood of the animal at this stage contains this antidote everywhere. It is this that is used as an injection in a case of tetanus in a human being.

The books record one or two cases only of cure by the anti-toxine treatment for tetanus. These have been made within the last few years. The case of Richard Curtis, which Dr. Vaughan is now conducting, is a peculiarly well developed case, and there can be no question as to its acute character and as to the perfectness of the test, whether Curtis recovers or not. If he does recover, it will be a most convincing argument of the efficacy of the anti-toxine treatment.

Several physicians were seen by a reporter for the Times last night after Dr. Vaughan had been interviewed. Their opinions vary. The allopathic physicians seemingly regard the anti-toxine treatment as a subject for the homeopaths, and the homeopaths have not so much faith in it. Dr. Wartz said:

"I have never seen a case of tetanus cured. This cure, if it proves to be one, will be a remarkable evidence of the truth of the anti-toxine theory. There can be no question that this is a bacillus of tetanus. I am looking forward to the end of this case with much interest and expectation."

Dr. Stormstedt said: "I do not care to express an opinion of this case or of the anti-toxine treatment for tetanus on the little knowledge that I have obtained of it from the newspapers. I do not recommend the anti-toxine treatment, however, for tetanus or for diphtheria. I do not believe in it."

Dr. Stormstedt said: "I consider the anti-toxine treatment a very odd thing, and have not much faith in it. In the case of tetanus I do not believe that there is any bacillus of the disease. It is not a zymotic disease, but is similar rather to that of a snake-bite or other animal poison. It is a very serious case of diphtheria. I would, perhaps, advise the use of the anti-toxine, because that is a terrible disease, and in my opinion, everything should be tried. But I would not have much faith in the efficacy of the cure. The test that is claimed for the anti-toxine treatment in diphtheria is that the percentage of cures is greatly enlarged. The homeopathic treatment of diphtheria makes as many cures, in my estimation, as the allopathic treatment does with the anti-toxine."

"Royal Blue" Ticket Office.

The Baltimore and Ohio Southwestern is putting all of its day and night "Royal Blue" with gold and silver trimmings. The combination has proved to be successful, and attracts the attention of a great many people.



Every few days the papers tell of some man found dead. Many times the cause is accidental poisoning because among several medicine bottles the wrong was taken—the one containing deadly poison. If people only really understood disease this sort of thing would never happen.

Much of the sickness in the world is traceable to some disorder of the digestive organs, or to some impurity in the blood. Nine-tenths of all the illnesses in the world can be cured by purifying and enriching the blood, and restoring perfect digestion. There is no need of using poisons, and there is no need of using medicine. The "Golden Medical Discovery" is the most effective medicine ever prepared, and there is not an atom of poison in a million bottles of it. If you will be guided by Dr. Pierce's Common Sense Medical Adviser, and use only Dr. Pierce's Medicines, you will always be safe.

R. James, Esq. of Brooklyn (P. O. Box 28), "People's Medical Adviser," all safe and on time: "We have looked through your book and we have found it to be of great value to us in raising our family of seven children. My wife has found great relief from her long-standing Medical Discovery. We have kept on hand any case, it generally settles on her lungs. The 'Golden Medical Discovery' is the most effective medicine ever prepared, and there is not an atom of poison in a million bottles of it. If you will be guided by Dr. Pierce's Common Sense Medical Adviser, and use only Dr. Pierce's Medicines, you will always be safe."

## CAPTAIN SIGSBEE PRAISED

## Warmly Commended for Skillful Handling of Battleship Maine.

## REPORT ON THE PIER ACCIDENT

Quick Judgment of the Ship's Officers at a Critical Moment Undoubtedly Saved Many Lives—Splendid Seamanship Landed by the Secretary of the Navy.

Secretary Long has written a letter to Capt. Sigsbee, warmly commending him for the judgment he displayed while commanding the Maine when she collided with a car float and a pier in the East River, New York, recently. He has also decided to be issued an extract from the report of the investigation which was made into the facts, and which reads as follows:

The Maine, proceeding down East River on her way from the sound to Staten Island, when just below the navy yard pier, and between the pier and the shore, the Maine, on the Brooklyn side of the river, all steaming the same way, that is, down stream, favored by a strong ebb of tide.

At this moment, the steamboat Chancellor, bound up stream, collided with the railroad car floats on her port side. They, in recovering, turned toward the New York side of the river. At the same time the Maine, on the Brooklyn side, was also turned toward the New York side, and the railroad car floats then collided with the port quarter of the Colorado, as she was turned by the Jewett. Thus the river ahead of the Maine—being occupied by the Chancellor, the railroad car floats, the Colorado, and the Jewett—was closed to further progress of the Maine, except for a narrow gap between the Jewett and the New York piers. The Maine then turned toward the New York shore, intending to pass through the gap, but when about turning her head down stream through the gap, she still pointed toward the New York shore, she perceived the steamboat Isabella coming up stream and about to pass through the gap.

The Isabella, which was crowded with excursionists, blew two whistles, indicating that she would pass between the Maine and the New York shore. The commanding officer of the Maine perceiving that he could not pass the Isabella to starboard, without certainty of collision, blew one whistle, shortly after repeating this one whistle signal, and to this receiving a reply from the Isabella of one whistle.

The Maine then ported her helm and continued toward the New York piers until danger of collision with the Isabella was passed. She then went full speed astern on the starboard engine the port engine was already backing, and she blew three whistles to signify to surrounding vessels that she was going astern, but she did not gather sternward in time to avoid collision with the pier.

The Maine struck a car float lying at the east side of the pier, and then the pier itself, doing some damage to both, but very little to herself. Meanwhile the call to collision quarters had been sounded, and water-tight doors were closed. The Maine backed out into the stream and continued on to her destination, Tompkinsville, N. Y.

It appears to the board that the situation was forced upon the Maine by the collisions which occurred between other ships ahead of her and by the confusion resulting therefrom, and that the commanding officer of the Maine having steered toward the New York side to avoid collision with those vessels, and the finding the Isabella, crowded with people, coming through the narrow gap which he intended to use, the second phase of the situation was also forced upon him, and there was left for him to choose between the collision with the Isabella or with the New York pier.

The serious damage which might have resulted from collision with the Isabella and the comparatively slight injury liable to occur with the New York piers leaves no doubt in the minds of the board that the judgment of the commanding officer of the Maine was sound and correct, and that he probably avoided serious disaster and loss of life to the Isabella by taking the course he did.

The testimony shows that good order and discipline prevailed, and that all orders and signals were clearly understood and promptly obeyed.

The damage done to the Maine was very slight. The necessary repairs can be made by the ship's force, and are partly completed already.

It is stated at the Navy Department that the accident appears to have been inevitable, and that, therefore, the department is not responsible for the resultant damages, the liability for which, if any, should rest upon the vessel owner and promptly be charged to him.

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## The World of Business.

## Wall Street Yesterday.

New York, Aug. 4.—All of the granger shares sold today at the highest prices recorded on this movement, and, indeed, for a number of years. In the general market new high records of prices were made in several instances. Underneath the very strong tone of the market, however, a certain feverishness was apparent, and the day's advances were not made with the ease of movement which characterized the portentous rapid advance of the week are considered.

In addition to the realization of profits on a large scale, which might reasonably be looked for under the circumstances, the foreign selling was exceedingly heavy on the market, an aggregate of over 30,000 shares being reported for foreign account. Liquidation in such proportions might well have turned another market than that now prevailing. As a matter of fact, the selling was absorbed with an ease which furnished striking evidence of the increase of outside interest in the market, and, as noted, the day saw a new high record established.

The degree of feverishness referred to was, perhaps, due to apprehensions of stock market casualties as a result of the rapidly increasing activity in the country. The evidence that the long interest in the market, notwithstanding its well-founded position, is perhaps somewhat extended. These points, while technical, are worth watching, for nothing is more dangerous to the stability of the market than the success of the public in getting its head over a brilliant but not entirely assured outlook.

The general situation was reinforced today by the 1-1-2 cent advance in wheat and continued large engagements of the cereal export. The rainfall on the West was encouraging to the holders of corn-carrying stock securities. In respect of activity the stock market was well up to yesterday's level, and the dealings showed an even distribution of interest. Outside stocks were directly affected by the crop situation, and the explanations to account for particular movements were wanting. In a way the strength of the market was subjected to a more severe technical test than it has had at any time during the advance, and it came through the test unhurt.

The rapid transit of Erie, St. Louis and San Francisco, and Wisconsin Central issues were conspicuous. The best prices of the day were shown in the final dealings in the stock market, but the undertone was very firm.

## New York Stock Market.

## Corrected daily by W. B. Hibbs &amp; Co., Bankers and Brokers, Members of the N. Y. Stock Exchange, 142 F Street.

Bankers and Brokers	Members of
N. Y. Stock Exchange	147 F. Street
	On, High, Low, C.
American Spirits	14 1/2 15 1/2 14 1/2
American Sulphate, pfd.	87 50 85 35
Am. Sugar Refining	110 117 115 11
Am. Tobacco Co., pfd.	110 117 115 11
American Tole & Co.	87 90 87 87
Am. Cotton Oil Co., pfd.	88 90 88 88
Butler & Co., Ohio	106 105 104 104
Cay State Gas	24 24 24 24
Central Pacific	21 21 21 21
Chesapeake & Ohio	21 21 21 21
Chicago & Northw.	10 10 10 10
Chicago, Ind. & Quincy	10 10 10 10
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C. M. & St. P.	90 90 90 90
C. R. & L. & W.	19 19 19 19
Del. & L. & W.	19 19 19 19
Delaware & Hudson	11 11 11 11
Gen. Electric	1 5 5 5
Gen. Electric	1 5 5 5
Liko Shore	12 12 12 12
Mass. Electric	11 11 11 11
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